

CLASSIFIED MESSAGE

214 Approved For Release 2000/08/23 : CIA-RDP67B00820R000300120072-1

| ROUTING | | |
|---------|--------------|----|
| 1 | | 9 |
| 2 | | 10 |
| 3 | <i>DFA</i> | 11 |
| 4 | <i>Filer</i> | 12 |
| 5 | <i>CC</i> | 13 |
| 6 | <i>Dick</i> | 14 |
| 7 | <i>RB</i> | 15 |
| 8 | | 16 |

| | |
|----------|--|
| ROUTINE | |
| IN 91966 | |

TO : DIRECTOR
 FROM : [REDACTED] 25X1A
 SUBJECT: [REDACTED]
 FC : [REDACTED]

TOR: 1637Z 10 JUNE 65

25X1A

OSA-1-20

0475

IDEALIST

1. ARTICLE 349 WAS FLOWN ON 8 JUNE WITH INSTRUMENTED ENGINE 610399 AND FUEL CONTROL 22277.
2. A NORMAL CLIMB WAS MADE FOLLOWED BY AN EMERGENCY CLIMB AND ANOTHER NORMAL CLIMB.
3. ENGINE CHARACTERISTICS WERE VERY GOOD. THERE WAS NO INDICATION OF THE ENGINE PARAMETER TRANSIENTS EXPERIENCED WHEN THIS ENGINE FUEL CONTROL COMBINATION WAS PREVIOUSLY FLOWN. THE ONLY KNOWN CHANGE TO THIS UNIT SINCE THE LAST FLIGHT WAS THE CHANGE OF THE ACCESSORY GEAR BOX.
4. A SLIGHT ENGINE VIBRATION WAS NOTED, HOWEVER, IT WAS NOT CONSIDERED UNACCEPTABLE BY THE PILOT.
5. A REFLIGHT WILL BE CONDUCTED WITH THIS COMBINATION ON 9 JUNE. THE FUEL LOAD WILL BE INCREASED TO 1045 GALLONS TO PERMIT EVALUATION OF THE ENGINE CHARACTERISTICS DURING A SLOWER CLIMB.

END OF MESSAGE

SECRET

GROUP 1
 EXCLUDED FROM AUTO-
 MATED DOWNGRADING
 AND DECLASSIFICATION

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